AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Currently Amended) A control ~~Control~~ system for a hydrostatic transmission in an open circuit comprising a hydraulic pump ~~(2)~~, provided for delivery to a first pump-side main line ~~(5a)~~ or a second pump-side main line ~~(6a)~~, and a hydraulic motor ~~(3)~~, connected to a first motor-side main line ~~(5b)~~ and second motor-side main line ~~(6b)~~, and comprising a brake valve unit ~~(19, 19', 60, 60', 80)~~, via which the first pump-side main line ~~(5a)~~ is connectable to the first motor-side main line ~~(5b)~~ and the second pump-side main line ~~(6a)~~ is connectable to the second motor-side main line ~~(6b)~~,

~~characterized~~

~~in that~~ wherein the first motor-side main line ~~(5b)~~ or second motor-side main line ~~(6b)~~, situated downstream of the hydraulic motor ~~(3)~~, is connectable to a tank volume ~~(12)~~ in a throttled manner by means of the brake valve unit ~~(19, 19', 60, 60', 80)~~ in dependence on the pressure prevailing in said lines.

2. (Currently Amended) The control ~~Control~~ system according to Claim 1,

~~characterized~~

~~in that~~ wherein the brake valve unit ~~(19, 19', 60, 60', 80)~~ comprises a brake valve ~~(29, 61, 61', 81)~~ with a first measuring surface ~~(35, 65, 90)~~, and the brake valve ~~(29, 61, 61', 81)~~ is subjected to a brake pressure at the first measuring surface ~~(35, 65, 90)~~ counter to a spring force, which pressure is dependent on the pressure prevailing in the first motor-side main line ~~(5b)~~ or second motor-side main line ~~(6b)~~, situated downstream of the hydraulic motor ~~(3)~~.

3. (Currently Amended) The control ~~Control~~ system according to Claim 2,

~~characterized~~

~~in that~~ wherein a pilot control valve ~~(45)~~, connected on the outlet side to the first measuring surface ~~(35)~~ of the brake valve ~~(29)~~, is provided to produce the brake pressure.

4. (Currently Amended) The control ~~Control~~ system according to Claim 3,

~~characterized~~

~~in that~~ wherein the pilot control valve ~~(45)~~ is connected on the inlet side, via a shuttle valve ~~(50)~~, to the first motor-side main line ~~(5b)~~ or second motor-side main line ~~(6b)~~, respectively.

5. (Currently Amended) The control ~~Control~~ system according to Claim 3 ~~or 4~~,

~~characterized~~

~~in that~~ wherein the pilot control valve ~~(45)~~ for controlling the brake pressure is subjected to the pressure prevailing in the first motor-side main line ~~(5b)~~ or second motor-side main line ~~(6b)~~, situated downstream of the hydraulic motor ~~(3)~~.

6. (Currently Amended) The control ~~Control~~ system according to Claim 2 ~~one of Claims 2 to 5~~,

~~characterized~~

~~in that~~ wherein the brake valve ~~(29, 61, 61')~~ has a second measuring surface ~~(38, 66, 66')~~, which acts on the brake valve ~~(29, 61, 61')~~ in the same direction as the first measuring surface ~~(35, 65, 65')~~ and which is subjected to a hydrostatic force from the first pump-side main line ~~(5a)~~ or second pump-side main line ~~(6a)~~, situated upstream of the hydraulic motor ~~(3)~~.

7. (Currently Amended) The control ~~Control~~ system according to Claim 1 ~~one of Claims 1 to 6~~,

~~characterized~~

~~in that~~ wherein the hydraulic pump can be connected to the first pump-side main line ~~(5a)~~ or the second pump-side main line ~~(6a)~~ via a traveling direction valve ~~(4)~~.

8. (Currently Amended) The control ~~Control~~ system according to Claim 7,

~~characterised~~

~~in that~~ wherein for operation of the hydrostatic transmission ~~(1)~~ with changing flow direction, the brake valve unit ~~(19, 19', 60, 60', 80)~~ is symmetrically constructed.

9. (Currently Amended) The control ~~Control~~ system according to Claim 1 ~~one of Claims 1 to 8~~,

~~characterized~~

~~in that~~ wherein the brake valve unit ~~(60, 60')~~ comprises a first brake valve ~~(61)~~ and a second brake valve ~~(61')~~, the first pump-side main line ~~(5a)~~ being connectable in a throttled manner to the first motor-side main line ~~(5b)~~ by means of the first brake valve ~~(61)~~ and the second pump-side main line ~~(6a)~~ being connectable in a throttled manner to the second motor-side main line ~~(6b)~~ by means of the second brake valve ~~(61')~~, in dependence on the pressure prevailing in the first motor-side main line ~~(5b)~~ and second motor-side main line ~~(6b)~~, situated downstream of the hydraulic motor ~~(3)~~, respectively.

10. (Currently Amended) The control ~~Control~~ system according to Claim 1 ~~one of Claims 1 to 9~~,

~~characterized~~

~~in that~~ wherein the first pump-side main line ~~(5a)~~ and the first motor-side main line ~~(5b)~~ and/or the second pump-side main line ~~(6a)~~ and the second motor-side main line ~~(6b)~~ are connected to one another each by a check valve ~~(27, 28)~~ which opens towards the hydraulic motor ~~(3)~~.

11. (Currently Amended) The control ~~Control~~ system according to Claim 1,

~~characterized~~

~~in that~~ wherein the first pump-side main line ~~(5a)~~ and the first motor-side main line ~~(5b)~~, and the second pumpt-side main line ~~(6a)~~ and the second motor-side main line ~~(6b)~~, respectively, are connectable to one another in parallel via the brake valve ~~(81)~~.

12. (Currently Amended) The control ~~Control~~ system according to Claim 1 ~~one of Claims 1 to 11~~,

~~characterised~~

~~in that~~ wherein in a rest position of the brake valve unit ~~(19, 19', 60, 60', 80)~~, the flow path from the first motor-side main line ~~(5b)~~ towards the first pump-side main line ~~(5a)~~ and from the second motor-side main line ~~(6b)~~ towards the second pump-side main line ~~(6a)~~, respectively, is interrupted.

13. (Currently Amended) The control ~~Control~~ system according to Claim 1 ~~one of Claims 1 to 12~~,

~~characterized~~

~~in that~~ wherein in a rest position of the brake valve unit ~~(19, 19', 80)~~, the first motor-side main line ~~(5b)~~ is connected in a throttled manner to the second motor-side man line ~~(6b)~~.

14. (Currently Amended) The control ~~Control~~ system according to Claim 7,

~~characterized~~

~~in that~~ wherein the connection to the tank volume ~~(12)~~ takes place via the traveling direction valve ~~(4)~~.

15. (Currently Amended) The control ~~Control~~ system according to Claim 14,

~~characterized~~

~~in that~~ wherein the traveling direction valve ~~(4)~~ has a rest position in which the first pump-side main line ~~(5a)~~ and the second pump-side main line ~~(6a)~~ are connected to the tank volume ~~(12)~~.

16. (Currently Amended) The control ~~Control~~ system according to Claim 3 ~~one of Claims 3 to 5~~,

~~characterized~~

~~in that~~ wherein the pressure present at the pilot control valve ~~(45)~~ on the inlet side is controllable via a brake pressure control valve ~~(120)~~.